

eventuality. As has been the case throughout the life of the Community, there is a constant tug-of-war between the Commission which tends to pull towards greater integration and the Member States who seem to resist the complete transfer of power, if not national sovereignty, to a central authority. There is, however, a growing political will towards further integration, if not political unification, of the Community as affirmed in the Single European Act of 1987. In light of the cumulative progress of the Community since its inception and developments in Eastern Europe including the re-unification of Germany, the possibility of political integration cannot be overlooked or minimized. It is not inconceivable that by the turn of the century, the Heads of State and of Government of the Member States may decide on broad political grounds that the time had come to unify the Community. If so, all the time-tables and proposals for the progressive movement towards an effective single internal market in air transport would be converted to actual implementation, and there would be a unified common external policy in civil aviation.

An interesting consequence is the determination of the point of entry for customs and immigration. Would a Canadian passenger arriving at Heathrow be cleared for customs and immigration for entry into the United Kingdom and beyond to other points within the external common boundary of the Community?